

HOUSE BILL REPORT

HB 1447

As Passed Legislature

Title: An act relating to heavy haul corridors.

Brief Description: Modifying the boundaries of certain heavy haul corridors.

Sponsors: Representatives Fey, Hargrove, Clibborn and Zeiger.

Brief History:

Committee Activity:

Transportation: 2/11/13, 2/14/13 [DP].

Floor Activity:

Passed House: 3/4/13, 97-0.

Passed Senate: 4/16/13, 47-0.

Passed Legislature.

Brief Summary of Bill

- Allows the heavy-haul corridor on State Route 509 to be extended by 1.82 miles.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 30 members: Representatives Clibborn, Chair; Fey, Vice Chair; Moscoso, Vice Chair; Orcutt, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Overstreet, Assistant Ranking Minority Member; Angel, Bergquist, Farrell, Fitzgibbon, Freeman, Habib, Hayes, Johnson, Klippert, Kochmar, Kretz, Kristiansen, Moeller, Morris, O'Ban, Riccelli, Rodne, Ryu, Sells, Shea, Takko, Tarleton, Upthegrove and Zeiger.

Staff: Alyssa Ball (786-7140).

Background:

State law allows the Washington State Department of Transportation (WSDOT) to enter into agreements with ports to designate short, heavy-haul industrial corridors on state highways within port district property. These corridors allow for the movement of overweight sealed

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containers used in international trade. The WSDOT may issue special permits to vehicles on these corridors so long as certain weight limit requirements are met.

Current law allows a 3.63 mile-long segment of State Route 509 to be designated as a heavy-haul corridor. In the 2012 Supplemental Transportation Budget, a proviso extended the heavy haul corridor by 1.82 miles to the vicinity of Norpoint Way Northeast. The extension will expire at the end of the 2011-2013 biennium.

Summary of Bill:

The heavy-haul corridor on State Route 509 may be extended by 1.82 miles to the vicinity of Norpoint Way Northeast upon agreement by the WSDOT and the port.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill contains an emergency clause and takes effect on July 1, 2013.

Staff Summary of Public Testimony:

(In support) Schnitzer Steel uses State Route 509 to bring product in and out of the Port of Tacoma (Port). The company is seeking to continue the operation of the existing heavy haul corridor that was established by a budget proviso last year. Schnitzer Steel ships various heavy metals from the Port and the containers usually exceed the weight requirements. Their trucks are required to move these containers on "super chassis," but this is an engineering requirement, not a safety requirement. The roadway can support the weight of these overweight containers. By allowing the corridor to continue, Schnitzer Steel will pay money to the City of Tacoma for road maintenance and to the state for the heavy haul permit.

(Opposed) None.

Persons Testifying: Representative Fey, prime sponsor; and Brad Tower, Schnitzer Steel.

Persons Signed In To Testify But Not Testifying: None.